

## Appendix D - Addendum to the Long Range Roadway and Transit Systems

### I. RIGHTS OF WAY

**A. Principal Arterials.** Principal arterials shall be 156 feet. However, the required right-of-way width for principal arterials in established urban and central urban areas, as defined in the Albuquerque/Bernalillo County Comprehensive Plan, in established urban and central urban areas, as defined in the Albuquerque/Bernalillo County Comprehensive Plan, is 124 feet. In the City of Rio Rancho, the minimum right-of-way is 106 feet. The following exceptions to the General Standards for right-of-way for principal arterial streets have been established by resolution of the MTB.

Principal Arterial Facility	Segment	Established Right-of-Way Width
1. Alameda Boulevard	Albuquerque Municipal Boundary east to Eubank Blvd	124 feet
	Current (9/86) municipal limits of the City of Albuquerque (west of Washington Street) to 4th Street	86 feet
2. Arenal Road	S. Coors to Unser connection	156 feet
3. Bridge Boulevard	Coors Boulevard to Isleta Boulevard	86 feet
	Isleta to the Rio Grande	100 feet
4. Coors Boulevard	Central Avenue to N.M. 528	156 feet
5. Coors By-Pass	Coors Boulevard to N.M. 528	156 feet
6. Coors N/S Connection	S. Coors Boulevard to Central Ave	156 feet
7. Eubank Boulevard	to Paseo del Norte	156 feet
8. Gibson Boulevard	Unser to 118th	124 feet
	I-25 to Yale Boulevard	156 feet
	Yale Boulevard to just east of Carlisle Boulevard	137 feet
	Just east of Carlisle Boulevard to Quincy Street	120 feet
	Quincy Street to San Mateo Boulevard	156 feet
	San Mateo Boulevard to Louisiana Boulevard	100 feet
	Louisiana Boulevard to just west of Wyoming Boulevard	175 feet

	Just west of Wyoming Boulevard to the Juan Tabo/Central intersection	156 feet
	Central Avenue to I-40	124 feet
9. Isleta Boulevard	I-25 to Bridge Boulevard	86 feet
10. Juan Tabo Boulevard	Gibson Boulevard and Central Avenue	156 feet
	Central Avenue to I-40	124 feet
11. Montano Road	Unser Boulevard to Coors Boulevard	106 feet
12. N.M. 528	Coors Boulevard to the Bernalillo/Sandoval County line	156 feet
13. Osuna Road	2nd Street to I-25	150 feet
14. Paseo del Norte	Paseo del Volcan to Coors Boulevard	156 feet
15. Paseo del Volcan, Western Alignment	I-40 to NM550	400 feet
16. Rainbow Boulevard	Bernalillo/Sandoval County line to Northern Boulevard	156 feet
17. Rio Bravo Boulevard	I-25 to Paseo del Volcan	200 feet
18. Tower Road	Bridge to North/South Coors Bypass	156 feet
19. Tramway Boulevard	North boundary of the Elena Gallegos Grant line to the south boundary of the Sandia Indian Reservation	200 feet
	South boundary of the Elena Gallegos Grant line to San Antonio Drive	232 feet
20. Unser Boulevard	Isleta Reservation Boundary to Northern Boulevard in Rio Rancho	156 feet
21. Westside Boulevard	Golf Course Road to NM528	98 feet
21. Wyoming Boulevard	Domingo Baca Arroyo to Paseo del Norte	156 feet
22. Zuni Road	Washington Street to Madeira Drive	106 feet
	Madeira Drive to Wyoming Boulevard	80 feet

**B. Minor Arterial.** Minor arterial streets shall have right-of-way widths of 86 feet. The following exceptions to the General Standards for right-of-way for minor arterial streets have been established by resolution of the MTB.

Minor Arterial Facility	Segment	Established Right-of-Way Width
1. 4th Street	I-40 to 2nd Street	80 feet
2. Academy Road	San Mateo to Tramway	106 feet
3. Edith Boulevard	Osuna to Alameda Road	68 feet
4. Golf Course Road	Paseo del Norte to Taylor Ranch Road/La Orilla intersection	106 feet
5. Irving Boulevard	Unser Boulevard to Coors Boulevard	106 feet
6. Ladera Rd	98th Street to Atrisco Drive	106 feet
7. Montano Road	Coors Boulevard to Guadalupe Trail	106 feet
8. Paradise Boulevard	Universe to Golf Course Road	106 feet
	Golf Course Road to Eagle Ranch Road	124 feet
9. Rio Grande Boulevard	Griegos Road to Alameda Boulevard	68 feet
10. San Antonio Drive	I-25 to Wyoming Boulevard, consisting of a one-way pair	
	Westbound lane	43 feet
	Eastbound lane	46 feet
11. St. Joseph's Drive	Atrisco Drive to Coors Boulevard	106 feet
12. Taylor Ranch Road	Montano Road to La Orilla Road	106 feet
13. Tower Rd	North/South Coors to 98th Street	100 feet

**C. Collector.** Collector streets shall have right-of-way widths of 68 feet. The following exceptions to the General Standards for right-of-way for collector streets have been established by resolution of the MTB.

Collector Facility	Segment	Established Right-of-Way Width
1. Browning Street	San Rafael Avenue to Modesto Avenue	86 feet
2. Burlison Drive	Academy Boulevard to Wyoming Boulevard	86 feet

3. Dellyne Avenue	Unser Boulevard to Coors Boulevard	64 feet
4. Eagle Ranch Road	Coors Boulevard to Coors Bypass	86 feet
5. Holbrook	San Francisco/Coronado to Paseo del Norte	64 feet
6. La Orilla Road	Taylor Ranch Road to Coors Boulevard	100 feet
7. Loma Larga (Corrales Canal Alignment)	Cabezon Road to Corrales Road	60 feet
8. Lowell Street	Spain Road to Academy Boulevard	86 feet
9. Martin Luther King, Jr.	I-25 to University Boulevard	86 feet
10. Mojave	Homestead Circle to Unser Boulevard	60 feet
11. Ouray Road	Unser Boulevard to 57th Street	86 feet
12. Quail Road	57th Street to Corona Street	86 feet
13. San Francisco Drive	Wyoming Boulevard to Barstow Street	64 feet
14. San Pedro Drive	San Bernardino to Florence Avenue	80 feet
	Florence Avenue to Sandia Indian Reservation	86 feet
15. Taylor Ranch Road	La Orilla to Calle Nortena	106 feet
16. Tesuque Drive	Homestead Circle to Montano Road	60 feet

## II. ANTICIPATED FUNCTIONAL CLASSIFICATIONS IN LOCATION STUDY CORRIDORS

The anticipated functional classifications of streets within Location Study Corridors on the Long Range Roadway System map are as follows, if they have been determined. Right-of-way needs for facilities within Location Study Corridors designated on the Long Range Roadway System map shall be determined by a corridor study.

Corridor	Termini	Anticipated Functional Classification
1. 90th Street Corridor	Central Avenue to Bluewater Road	Collector
2. 118th Street Corridor	Pajarito Corridor to I-40	Minor Arterial
3. Alexander Corridor	Singer Boulevard to Osuna Road	Collector
4. Bridge Study Corridor	Bridge Boulevard at the Rio Grande Bridge to I-25	Principal Arterial

5. Gibson West Corridor	118th to Paseo del Volcan	Principal Arterial
6. Gun Club Corridor	118th Street Corridor to existing Gun Club Road	Collector
7. Irving Corridor	Paseo del Volcan to Rainbow	Minor Arterial
8. Juan Tabo Extension Corridor	Extension of Juan Tabo to KAFB	Principal Arterial
9. Laurelwood/Airport Corridor	Central Avenue to Ladera Drive	Collector
10. Lead/Coal Corridor	Alcalde Place to San Mateo Boulevard	Principal Arterial
11. Los Picaros Corridor	2nd Street to Broadway	Collector
12. Louisiana (North) Corridor	Elena Balboa Corridor to Tramway Road	Minor Arterial
13. McMahon Corridor	Rainbow to the Paseo del Volcan Corridor	Principal Arterial
14. Northwest Loop Road Corridor	I-40 to NM 44	Principal Arterial
15. Pajarito Corridor	Southwest Transportation Corridor/Paseo del Volcan Corridor to I-25	Principal Arterial
16. Paseo del Volcan Corridor, Eastern Alignment	Paseo del Norte to Southern	Limited access Principal Arterial
17. Paseo del Volcan Corridor, Western Alignment	I-40 to Senator Dennis Chavez	Limited access Principal Arterial
18. Progress Corridor	Progress Boulevard to the Northwest Loop Road Corridor	Principal Arterial
19. Rainbow Corridor	Atrisco Drive to the Sandoval/Bernalillo County line	Principal Arterial requiring a right-of-way width of 156 feet
	Northern end of Rainbow to the Northwest Loop Road Corridor	Principal Arterial
20. San Mateo North Corridor	Roy Avenue to Sandia Reservation boundary	Collector
21. Second/Third Study Corridor	Second and Third Streets from Coal Avenue to south of Bridge Boulevard	Two Principal Arterials
22. Southwest Transportation Study Corridor	Senator Dennis Chavez Boulevard to I-25	Access controlled Principal Arterial
23. Sunport Boulevard	I-25 to Broadway (NM47)	Limited access Principal Arterial
24. Tingley Study Corridor	Tingley Drive from Central Avenue to Bridge Boulevard	Collector

25. Universe Corridor	Irving Boulevard to Westside Boulevard	Minor Arterial
26. Unser Boulevard Corridor	Gun Club Road to Isleta Reservation boundary	Limited access Principal Arterial
27. Westside Corridor	Rainbow to the Paseo del Volcan Corridor	Principal Arterial

### III. ACCESS LIMITATIONS

Certain facilities shall have access limitations to a greater degree than would normally be expected in order to increase their primary function of moving large volumes of traffic. It is intended that the local government represented on the Mid-Region Council of Governments' Metropolitan Transportation Board which has jurisdiction over the affected facility and/or adjacent land will coordinate access to lands along that facility, and that all affected property owners of record will be notified by that government as to the nature of the limitations proposed and of the public hearing where the policy will be established. It is further intended that, for those facilities under the jurisdiction of the State of New Mexico, the responsible local government shall coordinate the proposed actions with the New Mexico Department of Transportation. The following access limitations for proposed and existing facilities have been established by resolution of the MTB. The MTB resolution number(s) is shown within parenthesis after each facility name. Intended limitations for facilities for which Location Study Corridor have not been completed are listed in Section II.

#### A. Coors Boulevard (R-81-7, R-84-6, R-84-9, R-86-7, R-86-22, R-93-11, R-95-2, R-95-21, R-01-24, R-03-02)

Primary access to Coors Boulevard from Arenal Road to N.M. 528 is as described below. Right-in/right-out and driveway access are described in the Coors Corridor Plan. Additional restrictions may be imposed as per the adopted Coors Corridor Plan.

1. Arenal Road to Central Avenue	As currently (July 1986) designed
2. Central Avenue to N.M. 528	a. Central Avenue (full intersection)
	b. Bluewater Road (full intersection)
	c. Fortuna Road (full intersection)
	d. Hanover Road (full intersection)
	e. I-40 Interchange (full intersection)
	f. Los Volcanes Road (full intersection)
	g. Quail Road (full intersection)
	h. Sequoia Road (full intersection)
	i. St. Joseph's Drive (full intersection)
	j. Western Trail (full intersection)

	k. Southerly portion of La Luz (full intersection)		
	l. Dellyne Avenue (full intersection)		
	m. Montano Road (interchange)		
	n. Montano Plaza Drive (full intersection)		
	o. La Orilla Road (full intersection)		
	p. Midpoint between El Malecon and La Rambla (access to the east only)		
	q. Eagle Ranch Road (full intersection)		
	r. Paseo del Norte (interchange)		
	s. Irving Boulevard (full intersection)		
	t. Coors By-Pass (interchange)		
	u. Coors Bypass - northerly entrance to Cottonwood Mall (left-in/right-in/right-out access only)		
	v. Eagle Ranch Road - intersection with Coors By-Pass (full intersection)		
	w. Seven-Bar Loop Road - intersection with Coors By-Pass (full intersection with right turns only from Seven-Bar Loop Road)		
	x. Ellison Drive - intersection with Coors By-Pass Road (interchange)		
	y. N.M. 528 - intersection with Coors By-Pass (interchange)		
<b>B. Gibson Boulevard</b> (R-86-5, R-86-9, R-89-15, R-90-11, R-91-9, R-96-4, R-95-21, R-03-11, R-03-31)			
1. I-25 to San Mateo Boulevard	High-capacity, high-speed, limited access Principal Arterial	b. Use by heavy trucks is restricted.	
		c. I-25 frontage road (east side) to Mulberry - No access allowed	
		a. Full access is limited to the following approximately one-half mile at-grade intersections	1) I-25 frontage Road
			2) Midway between Mulberry and University - T intersection to the north
			3) University Boulevard
			4) Yale Boulevard
			5) Girard Boulevard

			6) San Mateo Boulevard
		c. Partial access is limited to the following locations:	1) Mulberry - right-in/right-out/left out
			2) Midway between Yale and University Boulevard - right-in, right-out to the south
2. San Mateo Boulevard to Louisiana Boulevard		Principal Arterial with full access limited to approximately one-quarter mile intervals, right-in/right-out driveway access allowed, and provision for emergency vehicle access where required	
3. Louisiana to Juan Tabo Boulevard	a. High-capacity, high-speed, limited access Principal Arterial with access limited to approximately one-half mile at-grade intersections.	1) Eubank Boulevard	
		2) Elizabeth Street	
		3) Juan Tabo Boulevard	
	b. Right-in/right-out access at one-quarter mile intervals if required	1) Eubank Boulevard to Elizabeth Street at approximately one-quarter mile intervals both north and south (right-in/right-out access)	
		2) Elizabeth Street to Juan Tabo Boulevard at approximately one-quarter mile intervals both north and south (right-in/right-out access)	
	c. Shall follow the north alignment and lie entirely on KAFB property to Eubank Boulevard East of Eubank Boulevard the corridor will follow and encompass existing Southern Boulevard		
C. Juan Tabo Boulevard (R-86-9, R-91-9)			
1. Gibson Boulevard to I-40		Full access only at Central Avenue and I-40	
2. Intersection of Skyline Road and Juan Tabo Boulevard		T-intersection to the east with a median opening	



<b>D. McMahon Boulevard</b> (R-2000-11)	
Access is provided for full intersections along McMahon Boulevard at approximately 1000 foot intervals. Access is provided for T intersections and right-in/right-out driveways provided they are no closer than approximately 400 feet to adjacent intersections.	
<b>E. Montano Road</b> (R-80-5, R-84-9, R-86-14)	
No access shall be permitted between Coors Boulevard and just east of Rio Grande Boulevard	
<b>F. Paseo del Norte</b> (R-85-3, R-86-8, R-86-15, R-86-17, R-86-24, R-88-6, R-01-24, R-03-26)	
A potential future freeway type facility from Coors Boulevard to Louisiana Boulevard, Paseo del Norte shall be a limited access Principal Arterial. Access to Paseo del Norte shall be permitted only as specified by resolution of the MTB and shall be limited to one of the following three types of interchange intersections. These three types are defined and locations of access are specified below.	
TYPE A: Interchange configuration	
TYPE B: At-grade dedicated street intersection with median opening	
TYPE C: At-grade dedicated street intersection without median opening	
TYPE A: Interchange configuration	1. Coors Boulevard
	2. I-25
	3. 2nd Street
TYPE B: At-grade dedicated street intersection with median opening and traffic signalization, as warranted. At approximately one-half mile intervals, or as identified on the Long Range Roadway System, and specifically located at the following intersections. Additional Type B intersections may be permitted if they subsequently are added to the Long Range Roadway System and meet the approximate one-half mile interval criteria.	1. Paseo del Volcan
	2. Boulevard del Oeste, extended
	3. T intersection to the north mid-way between Boulevard del Oeste and Rainbow Boulevard
	4. Rainbow Boulevard
	5. Universe Boulevard
	6. Unser Boulevard
	7. Kimmick Drive
	8. Taylor Ranch Corridor (T-intersection to the south)
	9. Golf Course Road

	10. Unnamed Collector midway between Eagle Ranch Road and Golf Course Road
	11. Eagle Ranch Road
	12. Jefferson Street
	13. San Pedro Drive
	14. Louisiana Boulevard
	15. Wyoming Boulevard
	16. Barstow Street
	17. Ventura Street
	18. Holbrook Street
	19. Eubank Boulevard
	20. Browning Street
	21. Lowell Street
TYPE C: At-grade dedicated street intersection without median opening	22. Tramway Blvd
	1. Rancho de Palomas (south side of Paseo del Norte between Wyoming and Louisiana)
	2. Between I-25 and San Pedro Boulevard, to serve the south side parcel to and from Paseo del Norte
<b>G. Paseo del Volcan Western Alignment</b> (R-82-12, R-86-22, R-90-13, R-93-8, R-03-17)	
A high-speed, high-capacity, limited access principal arterial from I-40 on the south to US550. It is the desire of the MTB that Paseo del Volcan shall ultimately be developed to freeway standards and that ultimate access shall be provided via interchanges at approximately 1 mile intervals. Prior to ultimate development, at-grade intersections with median openings at other than one-mile intervals may be permitted when approved by the MTB. When ultimate access control on Paseo del Volcan is implemented, reasonable access will be provided to adjacent properties. An access control plan for adjacent and intersecting streets shall be developed through subsequent location corridor studies. The following access policy has been established.	
I-40 on the south to US550 on the north Limited to approximately one-mile intervals, as follows:	1. Approximately 1.4 miles north of I-40
	2. Approximately 2.5 miles north of I-40
	3. Approximately 3.6 miles north of I-40
	4. Approximately 4.6 miles north of I-40, on the north boundary line of the Town of Atrisco Grant

	5. Approximately 7.8 miles north of I-40, on the south boundary line of the Town of Alameda Grant
	6. Approximately 9.6 miles north of I-40, at proposed Paseo del Norte
	7. Approximately 10.7 miles north of I-40
	8. 19th Avenue
	9. Southern Boulevard
	10. West Sandia Boulevard
	11. Northern Boulevard
	12. 19th Avenue North
	13. Vista Road
	14. Rainbow Boulevard
	15. 20th Street (Unser Boulevard)
	16. 30th Street
	17. 40th Street
	18. Iris Road
	19. Lincoln Avenue
	20. Approximately 1.1 miles north of Lincoln Avenue
<b>H. Paseo del Volcan (Eastern Alignment) (R-03-17, R-04-01)</b>	
A high-speed, high-capacity, limited access principal arterial from the southern terminus at Senator Dennis Chavez Boulevard to the northern terminus at Southern Boulevard in Rio Rancho. The purpose of Paseo Del Volcan (Eastern Alignment) is to provide a relatively high-speed regional roadway connecting Paseo Del Norte with I-40, reasonable direct access to the Double Eagle II Airport from both Paseo del Norte and I-40, and limited but viable access to commercial and residential properties adjacent to the roadway. The following access policy has been established:	
1. Senator Dennis Chavez Boulevard to I-40.	a. Full intersection permitted at Tierra West Estates Road, approximately one-half mile south of Central Avenue.
	b. Access between Tierra West Estates Road and Senator Dennis Chavez Boulevard shall be provided for full intersections at approximately one half mile intervals and for "T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.

2. I-40 to Double Eagle II Airport southern boundary.	a. No intersections and/or driveways permitted between I-40 and 1/2 mile north of I-40	
	b. Full intersection permitted only at:	1) 3,460 feet north of I-40
		2) Ladera Drive
		3) 118th Street
		4) 98th Street
		5) Upper Street
c. "T" intersections and right-in/right-out driveways permitted at approximately one-quarter mile intervals between 1/2 mile north of I-40 and Double Eagle II Airport, as follows:	4,580 ft north of I-40 - right-in/right-out	
3. Double Eagle II Airport southern boundary to Double Eagle II Airport northern boundary.	No access permitted except as prescribed by the Double Eagle II Airport Master Plan.	
4. Double Eagle II Airport northern boundary to Southern Boulevard in Rio Rancho.	Access shall be provided for T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.	
I. Rio Bravo (R-85-13, R-86-9, R-86-31, R-88-8, R-90-5, R-01-24)		
A high-speed, high-capacity limited access Principal Arterial between I-25 and Paseo del Volcan, Western alignment		
1. Full interchange, at-grade Street intersections shall occur at one-half mile intervals and shall be limited to at-grade street intersections with median openings and traffic signalization, as warranted, or interchange configurations. These intersections shall be located at the identified locations. Additional at-grade street intersections with median openings or interchanges may be permitted at approximately one-half mile intervals if added to the Long Range Roadway system.	a. Paseo del Volcan	
	b. 118th Street	
	c. 98th Street	
	d. Unser Boulevard	
	e. Condershire Drive	
	f. Coors	
	g. Sunstar Drive	
	h. La Junta Drive	
	i. Del Rio Road	

	j. Isleta Boulevard
	k. Poco Loco Drive
	l. 2nd Street
	m. Prince Street
	n. Broadway Boulevard
	o. University Boulevard
	p. San Mateo Blvd
2. I-25 to Coors Boulevard SW Right-in/right-out access may be permitted without median openings approximately one-fourth mile from the nearest permitted intersection if special conditions are demonstrated and the location of such access points is approved by the MTB	Access to eastbound Rio Bravo Boulevard, just east of the San Jose Drain between 2nd and Prince Street.
3. Approximately 250 feet east of Broadway	Right-turn in only is permitted on north side of Rio Bravo
4. Loris Drive	T-intersection is allowed
<b>J. San Mateo Boulevard</b> (R-86-9, R-86-14, R-86-22)	
Access to San Mateo Boulevard between I-40 and the Rio Bravo East Extension Corridor shall be as listed below.	
1. I-40 to Zuni Road	As currently (July 1986) provided
2. Zuni Road to Gibson Boulevard	a. As shown in the final design.
	b. Northbound directional left-turn median opening between Kathryn Avenue and Southern Avenue
3. Gibson Boulevard to the Rio Bravo East Extension Corridor	High degree of access control
<b>K. Tramway Boulevard</b> (R-82-3, R-82-10, R-84-19, R-86-13)	
A general policy of limiting full access to approximately one-half mile spacing with the specific access controls listed below.	
1. I-40 to Montgomery Boulevard	As currently (July 1986) constructed
2. Montgomery to the Sandia Indian Reservation	a. Montgomery Boulevard (full intersection)

	b. Vicinity of southern boundary of Elena Gallegos Grant (T-intersections east and west with no median opening)	
	c. Manitoba Street (full intersection)	
	d. Spain Road (full intersection)	
	e. Academy Road (full intersection)	
	f. Simms Park access road (T-intersection east with median opening)	
	g. San Rafael Avenue (full intersection)	
	h. Tramway Terrace (full intersection)	
	i. San Bernardino Avenue (full intersection)	
	j. Paseo del Norte (T-intersection west with median opening)	
	k. Live Oak Road (full intersection)	
	l. Alameda Boulevard/Cedar Hill Road (full intersection)	
	m. Tramway Lane (full intersection)	
<b>L. Unser Boulevard</b> (R-84-15, R-85-8, R-87-11, R-89-16, R-92-3, R-93-7, R-95-2, R-95-21, R-2000-11, R-2001-9, R-2001-11, R-02-17, R-03-19, R-2001-24, R-03-25)		
A high capacity, limited access Principal Arterial from Gun Club Road to US 550 with full access at-grade intersections at one-half mile intervals. Right-in, right-out access points may be located at approximately one-quarter mile intervals, provided the access location does not degrade traffic flow and upon review by the TCC and approval by the MTB. This policy will serve as guidance to future corridor or access studies for Unser Boulevard south of Gun Club. Access is provided as listed below.		
1. Rio Bravo Boulevard To Central Avenue	a. Full-access intersections at:	1) Rio Bravo (Senator Dennis Chavez) Boulevard
		2) Midway between Rio Bravo and Blake Road
		3) Blake Road
		4) Gibson Boulevard w/ Spring Flower Road
		5) Arenal Road/Sapphire Road
		6) Sage Road
		7) Tower Road
		8) Bridge Boulevard

	b. Partial-access intersections at:	1) Central Avenue
		2) Freshwater Road (right-in/right-out access to the east)
		3) Kimela Drive (right-in/right-out access to the west)
		4) San Ygnacio Road (right-in/right-out access to the east and west)
		5) Eucariz Avenue (right-in/right-out access to the east and west)
		6) Sunset Gardens Road (right-in/right-out access to the west)
		7) 475 feet north of the centerline of Tower Road (right-in/right-out access to the east)
		8) Gwin Road (right-in/right-out access to the east)
		9) Frederick Lane (right-in/right-out access to the east)
2. Central Avenue to Ouray Road	a. Central Avenue to Ouray Road shall be limited to full access intersections	1) Central Avenue
		2) Bluewater Road
		3) Los Volcanes Road
		4) Interstate 40 (grade-separated full interchange)
		5) Ladera Drive
		6) 98th Street
	b. Partial access intersections at approximately one-quarter mile intervals shall be provided at the following specified locations:	1) 98th Street to Ouray Road - Access to the east at "Old Ouray Road", approx. 950 ft south of Ouray Road (New) and Unser Boulevard (right-in and right-out)
		2) 98th to Ladera - Access to the east at "La Mirada" (right-in and right-out)
		3) Central Avenue to Bluewater Road - Access to the east at Sarracino Place until the adjacent properties redevelop or when the ultimate roadway is constructed. Permanent access will be reevaluated at that time through a traffic study.
		4) Bluewater to Los Volcanes Road - east side of Unser approximately 700 feet north of Bluewater (right-in/right-out access)

3. Ouray Road and Dellyne Avenue	a. Full access, at-grade intersections	1) Ouray Road	
		2) St. Joseph's Avenue	
		3) Western Trail	
	b. Partial access intersections at approximately quarter mile intervals	1) Ouray Road to St. Joseph's	a) West at St. Joseph's Loop (right-in and right-out)
			b) 950 feet south of Ouray (right-in right-out, on the east side)
		2) St. Joseph's Avenue to Western Trail	a) East at Vista Alegre Street (right-in/right-out)
			b) West at Lava Shadows Loop (right-in/right-out)
			c) East - location to be coordinated with property owners (right-in/right-out)
		3) Western Trail to Dellyne Avenue	a) West at Vulcan Parkway (right-in/right-out with a directional north-to-west left turn only)
			b) East between the proposed Atrisco Drive cul-de-sac and the San Antonio Arroyo - location to be coordinated with property owners (right-in/right-out)
			c) East between the San Antonio Arroyo and Dellyne Avenue (right-in/right-out)
4. Dellyne Avenue to Paradise Boulevard	a. limited to full access at-grade intersections at the specified locations:	1) Montano Road	
		2) Santo Domingo Street (T-intersection to the east)	
		3) 81st Street (T-intersection to the west)	
		4) Compass Drive	
		5) Squaw Road	



		6) Paseo del Norte
		7) A point approximately halfway between Paseo del Norte and Lilienthal
		8) Lilienthal
		9) Paradise Boulevard
	b. Partial access intersections shall be provided at the specified locations:	1) Flor del Sol Place (right in/right out)
		2) Buglo Avenue (right in/right out)
		3) Bogart Street (right in/right out)
5. Paradise Boulevard to Southern Boulevard	a. Access shall be limited to full access at- grade intersections at the specified locations:	1) Cabezon Boulevard
		2) Westside Boulevard
		3) 1200 feet north of McMahon Boulevard
		4) McMahon Boulevard
		5) Bandelier Drive
		6) Irving Boulevard
		7) Paradise Boulevard
		8) Exception: The Bernalillo County Volunteer Fire Department No. 7, located immediately north of Paradise Boulevard, shall be provided with access to Unser Boulevard, including a median opening for the express purpose of serving this fire station. The median opening and driveway access to the station will be closed when Fire Department No. 7 is relocated.
	b. Partial accesses allowing only for left turns from Unser Boulevard and right- in/right-outs from the adjacent parcels shall be allowed at:	1) 700 feet north of McMahon
		2) 700 feet south of McMahon
	c. Right-in/right-out access shall be allowed at:	1) Black Arroyo Boulevard (in each direction)
		2) mid-way between Cabezon Boulevard and Southern Boulevard
		3) mid-way between Westside Boulevard and Cabezon Boulevard

	c. Until traffic safety and capacity considerations warrant their closure, local access shall be allowed at:	1) Essex Drive (right-in/right-out access to the west, and left-in access) 2) Fordham Drive (right-in/right-out access to the east) 3) Alder Drive (right-in/right out access to the west)
6. Southern Boulevard to US 550	It is strongly encouraged that this access control policy be applied to Unser between Southern and US550 to assure that the function and capacity of the roadway are protected in the future.	
<b>M. Uptown Loop Road</b>		
Access shall be as defined in the Uptown Sector Plan.		
<b>N. Westside Boulevard (R-2000-11)</b>		
Access shall be provided for full intersections at approximate one-half mile intervals and for T intersections and right-in/right-out driveways at approximate one-quarter mile intervals, except within the potential village center area of Unit 16. Here more frequent access is allowed provided that driveways are not located closer than approximately 400 feet from adjacent access points.		
<b>III. High Occupancy Vehicle and High Capacity Transit System Designations</b>		
<b>A. High Occupancy Vehicle Facilities (R-2001-24)</b>		
The following facilities have been designated on the Long Range Roadway System map as having potential as high occupancy vehicle corridors.		
1. Coors Boulevard	I-40 to Coors Bypass	
2. Coors Bypass	Coors to NM528	
3. Interstate 25	Southern MPO boundary to US550	
4. Interstate 40	Tramway to Paseo del Volcan Eastern alignment	
5. NM528	Coors Bypass to US550	

6. Paseo del Norte	Coors to I-25
7. Rio Bravo	Coors to I-25
8. US550	NM528 to I-25
<b>B. High Capacity Transit Corridors (R-2001-23)</b>	
The following corridors have been designated on the Long Range High Capacity Transit System map as having potential for development as high capacity transit facilities. These designations are anticipated to be modified following completion of further study.	
1. 4th Street/2nd Street Corridor/BNSF Tracks	Bridge to Paseo del Norte
2. Bridge Boulevard	Isleta Boulevard to 4th/2nd Street
3. Central Avenue	98th Street to Louisiana
4. Coors Bypass	Coors Boulevard to NM528
5. Coors Boulevard	Central to Coors Bypass
6. Coors Boulevard	Rio Bravo Boulevard to Old Coors Drive
7. Gibson	University to Girard
8. Isleta Boulevard	Rio Bravo to Bridge Boulevard
9. Montano Road	Coors Boulevard to Eubank Boulevard
10. NM528	Coors Bypass to US550
11. Odelia Road/Indian School Road	4th/2nd Street to Louisiana
12. Old Coors Drive	Coors Boulevard to Central
13. Paseo del Norte	Coors to 4th/2nd/BNSF Tracks
14. Sunport	Yale to Girard
15. University	Gibson to Central
16. Yale	Sunport to Central

